

Western Carolina Democrat

And French Broad Hustler

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MUTUAL PRINTING COMPANY.
Gordon F. Garlington, Owner.

HENDERSONVILLE, N. C.

Although he is losing a good many pals the Devil still has a strong grip on Hendersonville.

Don't forget to shop at home during the holidays. But all the time would be better.

A religious revival has a hard time trying to heal the immoral effects of the debased side of a summer's tourist business.

That 3,000 visiting golfers, representing 242 cities of the United States and eight foreign countries, played on the Asheville golf course during the past summer is conclusive proof that Hendersonville would do well to agitate the building of golf links.

Hendersonville and Brevard should be awarded putter crosses for the bravery of blind tigers. In Hendersonville one was just to the rear of the Mayor's residence and in Brevard one operated from the top of the temple of justice, dealing out the booze by means of a rope.

Henderson county is fortunate in having a man with the means to conclusively establish the fact that fruit growing is profitable. Far too little attention is given to this matter. But when a county has commissioners who declare that we are too poor to have a farm demonstrator things are getting at a fairly low agricultural ebb. What wonders politics will work.

Out-of-town shoppers should have no hesitancy in using the rest room that the Merchants association and Woman's club have placed at their disposal. It is a good thing. Use it freely. By way of introduction to the women and children the woman's club will serve coffee, free on next Saturday from 12 to 2 o'clock. Don't fail to visit the room and get a drink.

NEW FARM BLOOD NEEDED.

The Democrat has frequently called attention to the importance of bringing new farm blood into Henderson county with the view to stimulating progress. This process of development has been worked to advantage in other sections and we are glad to learn that there is a strong but disorganized sentiment in Henderson county in favor of this movement.

A prominent citizen who is known by nearly every man in Henderson county but who would dislike having his name mentioned in this connection was recently heard to deplore the lack of a progressive agricultural spirit in this county. He said that the farmers to a great extent were brought up to their pursuit in an unprogressive era and that they had never recovered from the effects and that education was needed to stimulate them and that new farm blood and farm demonstration would work the quickest transformation.

No reflection is meant here upon the integrity of the people who are honest in their convictions but who have never been educated to the necessity of more progressive methods and hence they are not to blame.

The following from the Char-

lotte Observer with reference to colonization work in Eastern Carolina should be of interest to Henderson county people who are longing for greater progress and more modern methods among the farmers:

"The colonization plans for sections around Wilmington, prosecuted by private enterprise, have proved successful to a remarkable degree. It is reasonable to suppose, therefore, that the colonization scheme by the Friends of Childhood, the principal details of which have been supplied by the New York Times, entails but small risk in sending its clientage into that territory. The Friends of Childhood is an international society and is making preparations to colonize in North Carolina and Tennessee large numbers of Belgian, Scottish, Italian, French and Montenegrin families made homeless by the ravages of war. A tract of 700 acres near Wilmington will be divided into 70 farms and turned over to new settlers. Mr. Hugh MacRae, of marked success in engineering the pioneer colonization scheme in that section, is interested in the new movement and the transportation will be looked after by Mr. Richards, of the industrial department of the Southern Railway. While details as to nationalities are lacking, the Observer believes it a safe guess that the majority of the coming settlers will be Belgians and Scots. All of those who have been transplanted to the MacRae lands have proved thrifty and energetic citizens. They set the pace for the natives by growing and marketing a crop of truck in 90 days. They constitute a good class of people with which to make a beginning at populating the desert silences in North Carolina."

GREATER H-VILLE CLUB.

Frequent inquiry has been made concerning the apparent inactivity of the "reviving" committee of the Greater Hendersonville club. For information of those who have made inquiries, it is not amiss to state that the get-together banquet was postponed until after the weeks of criminal court, then it was decided not to go into the matter until after the closing of the religious revival now in progress.

There is no reason why the majority of us should not be in better mood to co-operate more heartily in this club work after the revival for it has been declared by a Hendersonville minister that more Christianity among the club members would do wonders in the working of the club. At any rate we should all be able to agree on a few things after so many hearts are being spiritually tuned, for the community has surely been cursed by a few who because they couldn't boss things entirely, knocked the club almost out of existence.

The Merchants association will also revive itself after a summer's lull and resume the fight against the deadbeats who make the cost of living higher in Hendersonville.

RENEW RELATIONS WITH MEXICO

Formal Recognition is Extended to the Carranza Government.

Washington.—Diplomatic relations between the United States and Mexico have been formally renewed after a lapse of two years and eight months by the formal recognition of Venustiano Carranza as the Chief Executive of the de facto government of Mexico.

Secretary Lansing and the Ambassadors from Brazil, Chile and Argentina, and the ministers from Bolivia, Uruguay and Guatemala, constituting the Pan-American Conference on Mexican affairs, met and decided upon the form in which their respective governments would present recognition.

Each government addressed to General Carranza a letter or note of recognition to be delivered to Eliseo Arredondo, personal representative of Carranza, who went from here to convey in person the letters of recognition from the several governments.

Mayor of Roanoke Dead.
Roanoke, Va.—Mayor C. B. Mommaw of this city died at a local hospital following an operation.

STOP, LOOK AND LISTEN

THE DANGER TO AUTOMOBILES AT GRADE CROSSINGS



OBSERVE THE WARNING—DON'T INVITE THIS FATE.

Washington, D. C.—The following letter has been addressed to the public by Mr. Fairfax Harrison, president of Southern Railway Company:

"The automobile has greatly increased the comfort and convenience of life, and it has been an important factor in the improvement of country highways and so has contributed to the progress of civilization of our time, but, just as the railroad did when it revolutionized commerce, the automobile has introduced new social complications and new risks, moral as well as physical.

"The American people are said to be characteristically reckless of human life, and perhaps in nothing is this statement more justified at the moment than in relation to the use of automobiles—not even the railroads. My particular interest in the question is, where my public responsibility lies, in the combination of the two—in the accidents which occur to automobiles and their occupants where highways cross railways at grade; and this is a question of sufficient importance to warrant the attention of every thinking man in the South.

Record For One Year
"The following table shows the appalling record of such accidents on lines operated by Southern Railway Company in the South during the year ended June 30, 1915.

	Number of Accidents	Fatal Injuries	Personal Injuries	Automobiles Damaged or Destroyed
Alabama.....	10	0	10	10
Georgia.....	16	0	17	17
North Carolina.....	27	0	27	27
South Carolina.....	14	0	14	14
Tennessee.....	5	0	5	5
Virginia.....	7	0	7	7
Total.....	69	0	68	68

"Without seeking to avoid just responsibility for what the officers or employees of the railroad do or omit, but recalling that a railroad employee whose carelessness causes an accident is, in the public interest, subject to discipline which affects his livelihood, it is probably fair to say that a large proportion of these accidents happened solely through the carelessness of the drivers of automobiles, or their lack of experience in dealing with vehicles at high speed. There are among them also well authenticated cases of deliberate assumption of risk by the drivers of automobiles from pure love of excitement and speed, evidenced by racing with trains and seeking the thrill of a narrow escape. Our engineers report such occurrences daily. If unfortunately they are without fatal consequences in the great majority of cases, they are always paid for by a heavy strain on the nerves of all concerned, particularly those of the locomotive engineer, who maintains speed from duty and not for fun. It is not too much to claim for the locomotive engineer a larger equipment of experience and a greater habit of precaution than the average automobile driver. As a class the locomotive engineers are sober, steady and conservative men of long experience in meeting and avoiding risks, for theirs is a dangerous occupation. Their every effort of character, of instruction and of interest is to avoid an accident. Most of the accidents to automobiles at railway grade crossings could be avoided if there was the same restraint of experience and attention at the wheel of the automobile as at the throttle of the locomotive.

Public Vitality Interested
"It does not suffice the public in any moral sense that the fund made up of the revenues collected by the railroad is usually made to respond in damages for consequences of such accidents. Suicide to collect life insurance has never been deemed honorable, while no one would deliberately sell the life of a mother or wife,

son or brother for money; on the other hand, the collection of damages out of railroad revenues, as a punishment for an avoidable accident, when there can be no real compensation, is an economic waste; it punishes the public more than it punishes the stockholders, as it deprives the public by exactly the amount of the damages of the ability of the railroad to provide additional permanent facilities for the use or convenience and safety of the public. Given the progressive policy of Southern Railway Company to make such improvements to the extent of its ability, it is of interest to note that, in the last year a dividend was paid by the Company, 3.80 cents of every dollar of revenue collected from the public went in payment of damages of all kinds, practically the same amount, 3.88 cents, went to the stockholders, while only thirteen-hundredths of one cent of each dollar of revenue could be applied on permanent improvements. Such other improvements as were made were necessarily charged to new capital, thereby increasing the demands on the fund in which the public has so vital an interest. It would be the pleasure of the management always to apply as much of the revenues on permanent improvements as on dividends, if that was possible. There is, then, a basis of interest as well as of morals for co-operation between the public and the railroads to prevent the recurrence of these tragedies.

"With a deep sense of the responsibility of management in this matter and pledging this Company to do everything in its power which is reasonable and consistent with the functions for which it was chartered, I appeal to the public generally for such co-operation in avoiding these serious and distressing accidents. In practically all cases they can be, and in most cases are, readily and easily avoided by the automobile driver acting upon the familiar warning to stop, look and listen at railway crossings. While familiarity with the crossing signposts and the regular schedules of trains may breed contempt of danger, surely every one of us when using a highway can afford to sacrifice enough of his time and his pride of opinion to have a practical assurance of safety. On the other hand, the demands of commerce and of public transportation do not permit a railroad to stop all its trains at all highway crossings; if that was possible it would be cheaper for the railroad to do so than to pay the damages. It is clear, however, that it is necessary that one or the other of the parties to a crossing shall stop if the largest measure of protection of life and limb and property is to be secured. If not from self-interest, can not the automobile driver yield the precedence as a matter of courtesy to age, for the railroad is older than the automobile!

Eliminating Grade Crossings
"The ideal of safety will be accomplished only when all grade crossings of railroads are separated. In this respect Southern Railway Company is doing something every year and as much as its resources and other obligations make possible; indeed, it may be claimed that the Company is, speaking generally, making progress more rapidly than most municipalities which have an obligation in the premises: but by co-operation of municipalities and railroads many dangerous crossings have been eliminated throughout the South, and more will be every year. Furthermore, on every bit of construction work of Southern Railway Company now in progress, or recently completed, involving the relocation or double tracking of line (nearly four million dollars has been spent on such work during the past year), provision has been made at large additional expense to separate all important highway crossings of the

Why Take CHANCES

Do you know that we can issue you a LIABILITY POLICY that will pay all damages that you may have in case of accident in running your automobile? Suppose you run into another car or other conveyance, or run over someone and have a heavy damage suit entered against you, wouldn't it be a great satisfaction to have some adequate protection against judgment that may be gotten and assessed against you. It does not cost much to get all this burden taken over by a good strong reliable indemnity company and WE CAN DO IT. FOR YOU RIGHT.

Ewbank, Ewbank & Company
Insurance Underwriters

NEW IDEA FOR PARK.

Editor, Democrat:

Whatever personal loss may have been sustained in the destruction of the St. John hotel, Hendersonville is the chief sufferer. Thousands have passed the place where once this beautiful structure adorned the town and deplored the fact that such an ugly scar must, it appears, indefinitely mar the beauty of the "white way."

Many suggestions have been offered as to what should be done with this hole of ashes. Assuming that the owner would be willing to part with the property, and I have not discussed the matter with any one who may have a personal interest, I beg to suggest that this corner in the very heart of the city would be ideal for a central park where the thousands of visitors who promenade Main street during the summer may turn aside for a moment's rest on a grassy lawn decorated with flowers, where crystal fountains dance in the sunlight, rippling a message of cheer and welcome from the mountains along the horizon. That they want such a place is evident from the fact that all their walks last summer lead to the small court house lawn which is entirely inadequate. Main street needs something to break the monotony of a straight line bordered with brick and cement.

Why not, by private subscription or otherwise, raise the amount necessary to purchase this property in the name of the city and design here a thing of beauty that will make Pack Square a back number.

J. FOY JUSTICE.
Nov. 2, 1915.



SHOOTING GLASSES

of the right kind enable the sportsman to get full enjoyment out of hunting trips.

The colored glass in the styles we sell not only softens the strong sunlight but is also a distinct and to good marksmanship. You'll appreciate this bet if you'll try a pair of these just one trip and note how the special tinted glass makes an object stand out in strong relief against a bright sky.

We can grind the lenses specially to your prescription if wanted.

W. H. HAWKINS & SON
Jewelers & Opticians

CRINKLEY'S

Main Street at Monument

Stoves and heaters \$1.35 to \$25.
Trunks \$1.40 to \$20.00. Bags and Suit Cases 50c to \$10.00. Rugs, Clocks, Musical Mds. Furniture, 2 inch post Brass Bed \$8, \$13, \$16.

TOYS COMING IN

Autos, Velocipedes, Wagons, Dolls and Carriages, Rifles, Ball Bearing Skates \$1.40.

It Pays to Pay Cash

WILL DEFEND ARMY AND NAVY PROGRAM

PRESIDENT WILL SPEAK FOR NATIONAL DEFENSE AT NEW YORK NOV. 4.

SOME DETAILS OF THE PLAN

The Grand Total Expenditure For Present Plans Would Be Nearly One Billion Dollars.

Washington.—A national defense program that probably means an expenditure of a billion dollars in the next six years will be laid before the people by President Wilson November 4 when he goes to New York to make his first public address since the scope of the policy upon which his administration has embarked became known. He will speak before the Manhattan Club on national defense and the reasons which have impelled him to approve plans to about double the navy and quadruple the trained fighting forces ashore within a few years.

With the estimates of the war and navy departments submitted for the coming year, the breadth of the administration's policy as to preparedness is being realized. It shapes up in totals as follows:

Navy: For new ships and increased personnel in five years \$500,000,000.
Army: For reserve material (arms and ammunition) within four years \$105,000,000.

For new coast defenses and modernization of old forts within four years, \$81,000,000.

For the new continental army and the proposed increase in the regular army \$26,000,000. (This amount probably will be a continuing and if anything increasing appropriation through the first six-year period which would make the total expenditure at that time \$156,000,000.)

The grand total expenditure thus actually planned would be \$842,000,000.

These expenditures would produce by 1925 a first line of dreadnoughts and battle cruisers numbering 43; a fleet of coast defense submarines that would fringe the Atlantic and Pacific Coasts with an almost solid line of interior defense against attack; a fleet of nearly 175 destroyers and squadrons of huge sea-going fleet submarines to operate with the battle fleets.

For the army three would be at the end of six years a trained force of 1,200,000 men, including a regular army of 140,000 and the proposed continental army and reserves; a ring of fully manned coast defenses, equipped with the largest and most powerful guns yet built and a vast reserve of field guns, machine guns, howitzers and big gun ammunition.